



CHAPTER THREE

mobility element

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Barrio Logan's location on the San Diego waterfront, proximity to downtown San Diego, and older urban and mixed use characteristics combined with the existing transportation infrastructure and services in the community create unique opportunities and challenges in planning for mobility in Barrio Logan. All modes of surface transportation have an important role in serving the existing and future needs of the community.

Although Barrio Logan is one of the smallest community planning areas, it has a large amount of land area devoted to transportation. Three freeways, Interstate 5 (I-5), State Route 15 (SR-15) and State Route 75 (SR-75) along with the rail corridor parallel to Harbor Drive provide regional access but also interrupt the connectivity of the established grid pattern of streets. Despite several pedestrian and vehicular over and undercrossings, these facilities create perceived physical and perceptible barriers. The multiple access and exit ramps to and from the freeways contribute to the traffic operations challenges.

It is the intent of the Mobility Element to preserve the essential character of the neighborhood while supporting a full, equitable range of choices for the movement of people and goods to, within, and from the Port tidelands and throughout the Barrio Logan community. The Mobility Element supports and helps to implement the General Plan at the community plan level by including specific goals, policies, and recommendations that will improve mobility through the development of a balanced, multi-modal transportation network.

ME-1

GOALS

- Pedestrian-friendly facilities throughout the community with an emphasis on Cesar E. Chavez Parkway, 28th Street, the National Avenue/26th Street/Boston Avenue corridor, and Harbor Drive.
- Transit as a mode of choice for residents and employees in the area by supporting improvements to transit service and infrastructure.
- Adequate capacity and improved regional access for vehicular traffic on heavily traveled roadways through focused improvements.
- A parking management strategy that reduces the parking impacts associated with Port tenant and Naval facilities on Barrio Logan streets.
- A safe bicycle network that connects community destinations and links to surrounding communities and the regional bicycle network.
- Safe and efficient truck routes for access to San Diego Bay-front industries as well as businesses within the Barrio Logan community that minimize the negative impacts associated with truck traffic.

3.1 WALKABILITY

Barrio Logan has several important features of a walkable community including its fine-grained mix of residential and neighborhood serving commercial uses in the village area and basic grid network of streets throughout. Walking is commonplace in Barrio Logan and sidewalks exist on virtually all streets. Deficiencies in the pedestrian environment include the barriers presented by the rail and freeway infrastructure, large land parcels, industrial uses interspersed throughout the neighborhood, and inadequate sidewalks and pedestrian facilities on higher pedestrian and traffic volume streets. Pedestrian routes in Barrio Logan have been classified based on definitions in the City's Pedestrian Master Plan and are shown in Figure 3-1, Pedestrian Routes.

The Mobility Element promotes the concept of Complete Streets in which roadways are designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public

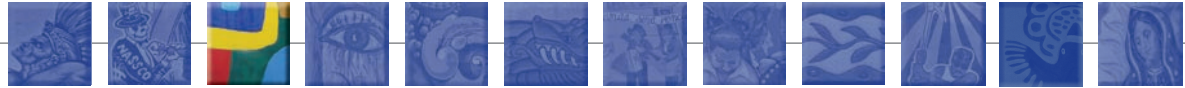
transport users of all ages and abilities are able to safely and comfortably move along and across a complete street. Complete streets create a sense of place and improve social interaction and may include:

- Sidewalks and buffer areas
- Bicycle lanes
- Well designed and well placed crosswalks
- Raised crosswalks, medians or crossing islands in appropriate midblock locations
- Special bus lanes
- Accessible pedestrian signals
- Sidewalk bulb-outs
- Street trees, planter strips and ground cover, staggered parking, and other 'traffic calming' techniques which tend to lower speeds and define an edge to travel ways
- Center medians with trees and ground cover
- Reduction in numbers of driveways

All recommended improvements in the Mobility Element were developed with consideration of implementing complete streets. General Plan



Barrio Logan served by Blue Line trolley



policies ME-A.6 through ME-A.9 as well as the Traffic Calming Toolbox, Tables ME-1 and ME-2, should be consulted for additional policies.

WALKABILITY POLICIES

Policy 3.1.1 Support and promote complete sidewalk and intersection improvements along Harbor Drive including the intersections at: Sampson Street, Cesar E. Chavez Parkway, Schley Street, 28th Street and 32nd Street.

Policy 3.1.2 Support improvements to grade-separate the Cesar E. Chavez Parkway, 28th Street and 32nd Street Trolley tracks in order to enhance pedestrian, bicycle, auto and truck circulation

Policy 3.1.3 Install missing sidewalk and curb ramps and remove accessibility barriers.

Policy 3.1.4 Provide marked crosswalks and pedestrian countdown timers at all signalized intersections.

Policy 3.1.5 Work with Caltrans to redesign the access to the San Diego-Coronado Bay Bridge onramp at Cesar E. Chavez Parkway and Logan



Pleasing pedestrian environment

Avenue to improve the pedestrian environment.

Policy 3.1.6 Improve the pedestrian environment adjacent to transit stops through the installation and maintenance of signs and crosswalks and other appropriate measures.

Policy 3.1.7 Redesign underutilized portions of streets as public spaces, such as widened sidewalks and curb bulb-outs along Boston Avenue, 26th Street, 28th Street, National Avenue and Cesar E. Chavez Parkway.

Policy 3.1.8 Provide shade-producing street trees and street furnishings with an emphasis in the Community Village and Historic Core areas.

Policy 3.1.9 Design the corners of intersections along Cesar E. Chavez Parkway at Logan Avenue, National Avenue, Newton Avenue and Main Street to accommodate public gathering spaces while maintaining the safety and flow of vehicular traffic.

Policy 3.1.10 Retrofit freeway underpasses with architectural lighting to foster pedestrian connections beneath. Prioritize projects for the



Improve pedestrian environment

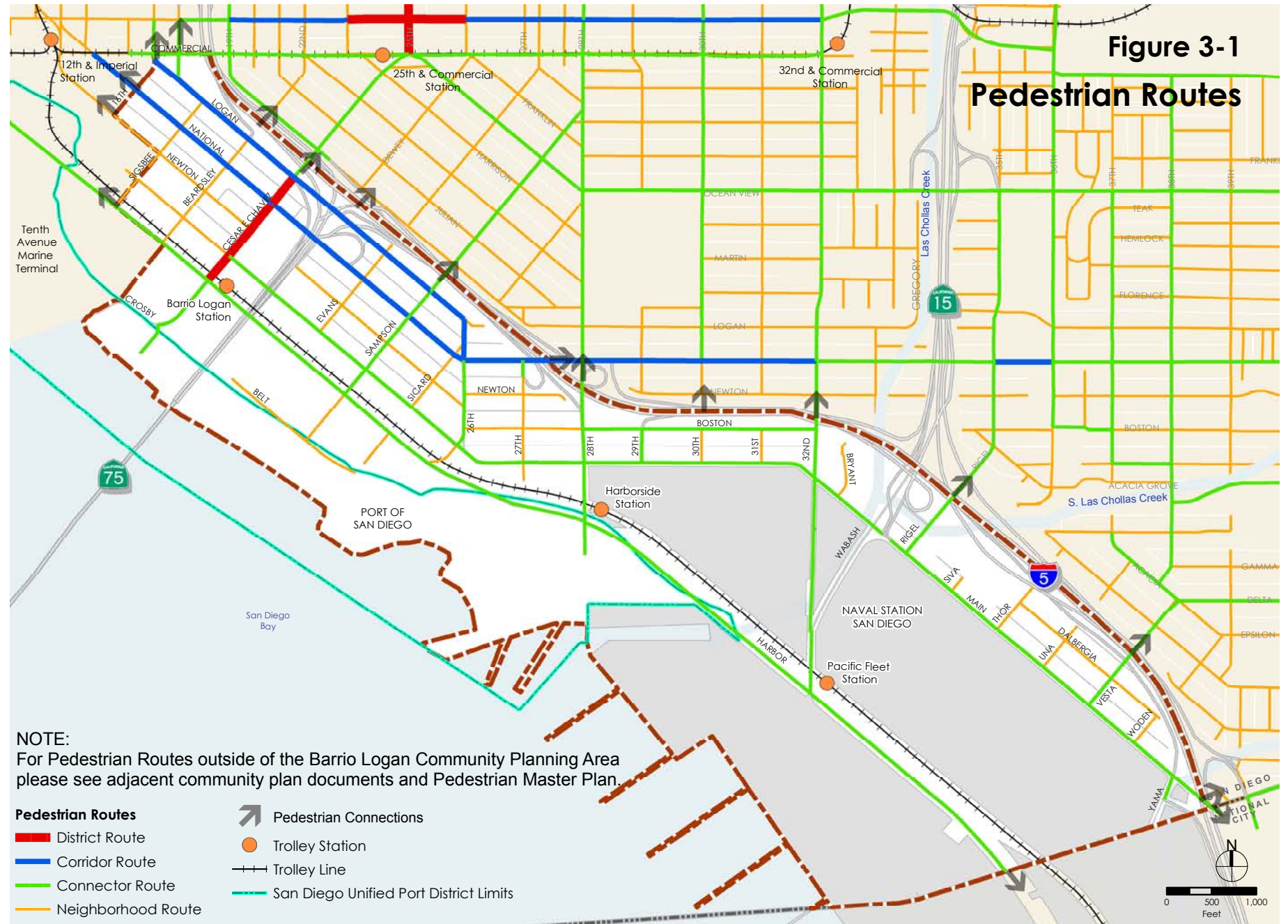
Cesar E. Chavez Parkway underpass as well as the Wabash Street underpass.

Policy 3.1.11 Transform unused rail and freeway rights-of-way into landscaped features to provide a pleasant and safe route where possible for pedestrians. Prioritize improvements for the areas along the east side of Harbor Drive between 32nd Street and Downtown San Diego and adjacent to I-5, SR-75 and SR-15 where the freeway is at-grade or elevated.

3.2 TRANSIT SERVICES AND FACILITIES

Barrio Logan is well served by both local and regional transit. Figure 3-2 illustrates the transit routes and stops within the community. Approximately 88 percent of the community is within one-eighth of a mile or 660 feet of a transit station or stop, and 100 percent of the community is within one-quarter of a mile.

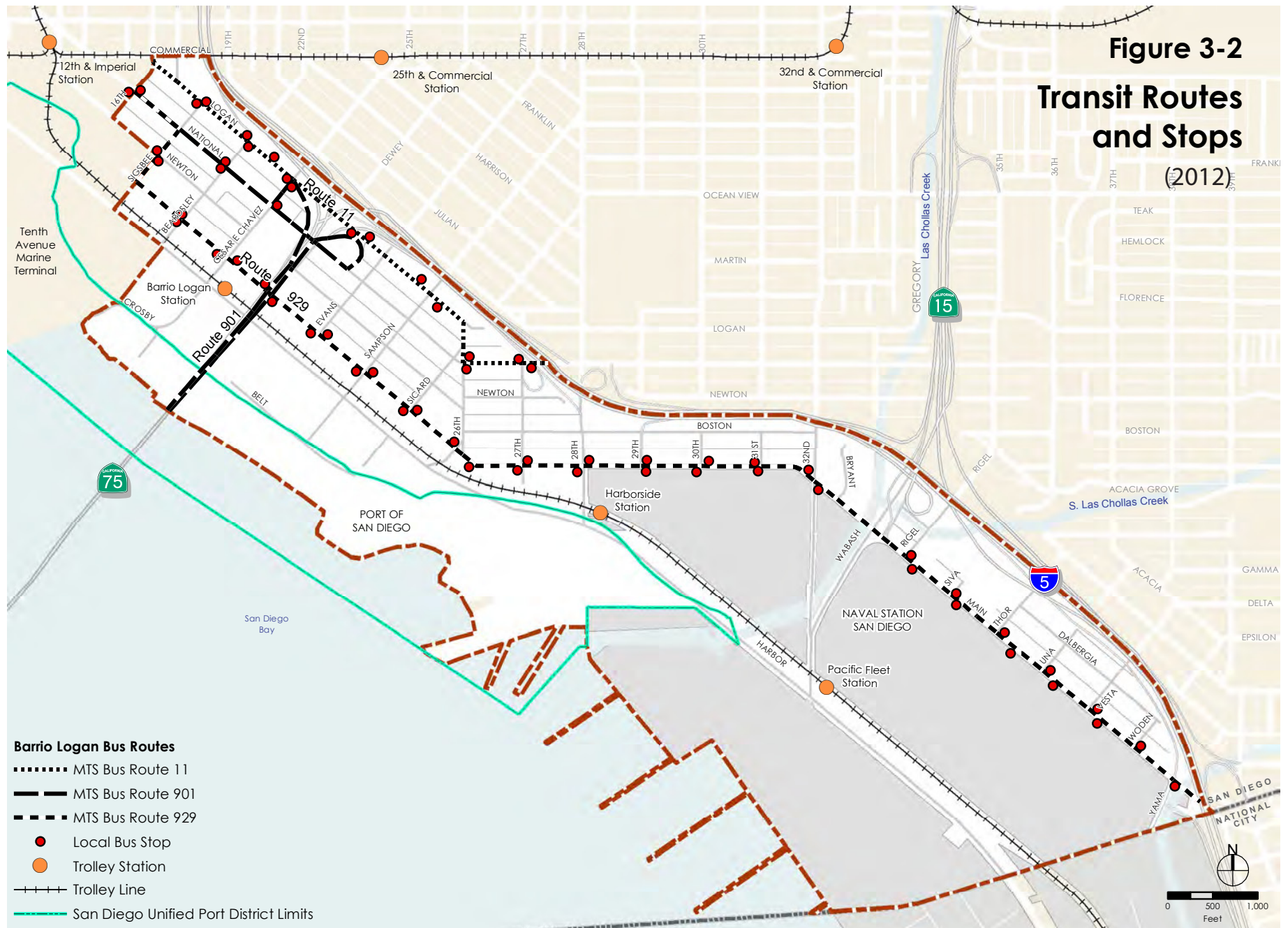
The Metropolitan Transit System (MTS) provides trolley service via the Blue Line that runs from Old Town to San Ysidro, with stations at Cesar E. Chavez Parkway, 28th Street, and 32nd Street. MTS bus routes serving Barrio Logan, as of 2011, are shown on Figure 3-2. In addition to all of the MTS transit stations and stops, a jitney stop exists on the north side of Harbor Drive just west of 32nd Street. The jitney operates like a flexible bus route. General Plan policies ME-B.1 through ME-B.10 should be consulted for additional policies and guidance.



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Figure 3-2
Transit Routes and Stops
(2012)



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TRANSIT SERVICES AND FACILITIES POLICIES

Policy 3.2.1 Reduce existing curb cuts where possible to minimize vehicular conflicts with pedestrians and buses on important transit and neighborhood commercial streets such as National Avenue and Main Street.

Policy 3.2.2 Improve the environment surrounding bus and trolley stops through installation of curb extensions, shelters, additional seating, lighting, and landscaping where appropriate.

Policy 3.2.3 Provide enhanced amenities and reflect the importance of the stations along Harbor Drive at Cesar E. Chavez Parkway and 28th Street through unique shelter designs, artwork and real-time transit information.

Policy 3.2.4 Highlight the presence of each of the three trolley stations through street treatments and signage on pedestrian routes to and from each of the stations.

Policy 3.2.5 Work with MTS to incorporate measures to improve personal safety such as lighting, emergency call boxes, and similar upgrades at each of the trolley stations.

Policy 3.2.6 Work with the San Diego Association of Governments (SANDAG) to incorporate transit infrastructure and service enhancements for Barrio Logan in the Regional Transportation Plan including roadway-rail grade separations at Cesar E. Chavez Parkway, 28th Street, and 32nd Street.

3.3 STREETS AND FREEWAYS

New residential, commercial and industrial development in Barrio Logan will generate additional travel in and through the area. Figure 3-3 shows the existing (2008) street classifications and average daily traffic (ADT) volumes. Figure 3-4a and 3-4b show the planned buildout street classifications for Land Use Alternatives 1 and 2, shown in Figures 2-1 and 2-2 and projected buildout average daily traffic.

Efforts should be made to direct some of the new trips to public transit, walking, and biking, while also accommodating new vehicle traffic and minimizing conflicts between modes. Targeted street improvements, transportation systems management techniques, and traffic calming projects should be implemented and expanded to increase street capacity, reduce congestion, reduce speeding and improve neighborhood livability. New technologies should be pursued to respond to current traffic conditions, and move people and goods safely and efficiently throughout the community.

General Plan policies ME-C.1 through ME-C.7 and Table ME-2 Traffic Calming Toolbox should be consulted for additional policies and guidance.

ME-6



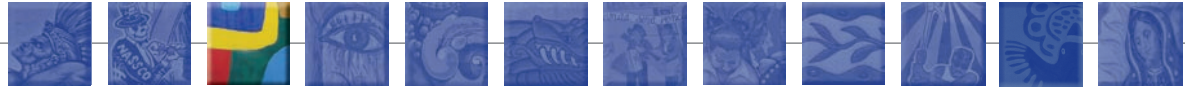
Maximize shade producing trees



Retrofitting freeways with architectural lighting



Barrio Logan trolley station



CESAR E. CHAVEZ PARKWAY CEREMONIAL STREET

The Cesar E. Chavez Ceremonial Street serves as the spine of the Community Village and provides an enhanced multi-modal connection between Chicano Park and the bayfront. The Ceremonial Street is anchored by the Mercado Commercial Mixed Use project.

STREETS AND FREEWAY POLICIES

Policy 3.3.1 Maintain the grid network of streets and alleys.

Policy 3.3.2 Design publicly-accessible alleys to break up the scale of large developments and allow additional access to buildings.

Policy 3.3.3 Discourage vacating streets or alleys, or selling public rights-of-ways including streets or alleys except in cases where significant public benefits can be achieved.

Policy 3.3.4 Encourage the Port to site new structures on Port lands so as not to obstruct public views of the bay from City streets, and to extend east-west streets to the water's edge to facilitate public access to the waterfront.

Policy 3.3.5 Implement the Boston Avenue Linear Passive Park Trail and enhance the pedestrian connection through this area.

Policy 3.3.6 Introduce traffic calming measures where appropriate to improve pedestrian safety and comfort, and to reduce speeding and traffic diversion from arterial streets onto residential streets and alleyways.

Policy 3.3.7 Implement Intelligent Traffic Systems (ITS) strategies such as smart parking technology, dynamic message signs, and traffic signal coordination to reduce traffic congestion along Harbor Drive, 28th Street and 32nd Street.

Policy 3.3.8 Support roadway-rail grade separation of the trolley by SANDAG at Cesar E. Chavez Parkway, 28th Street, and 32nd Street.

Policy 3.3.9 Coordinate with the US Navy to reduce congestion on 32nd Street through the construction of the Vesta Street overcrossing at Harbor Drive and operational improvements at the intersection of 32nd Street, Norman Scott Road and Wabash Street.

ME-7

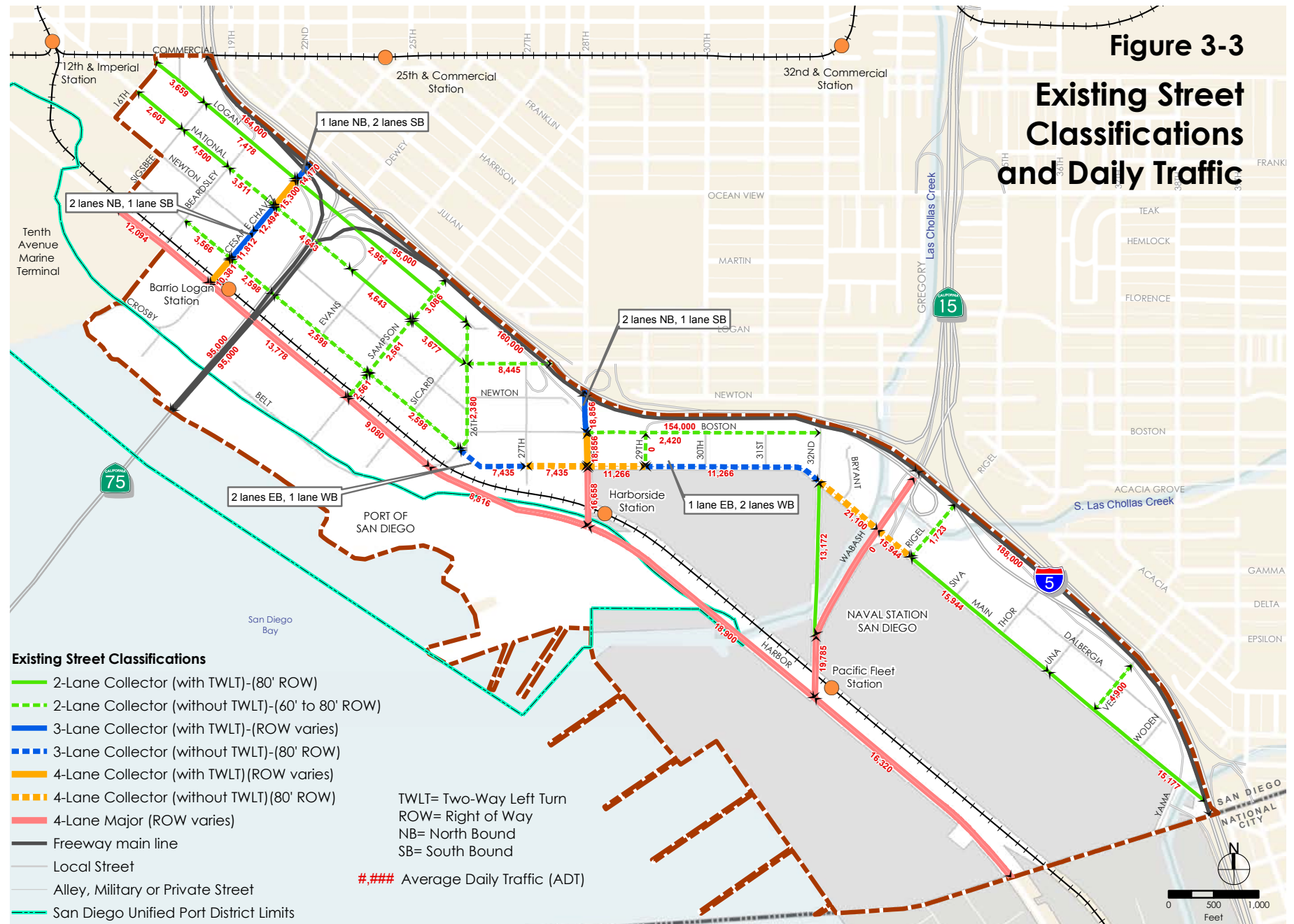


Artist rendition of proposed Cesar E. Chavez Parkway Ceremonial Street

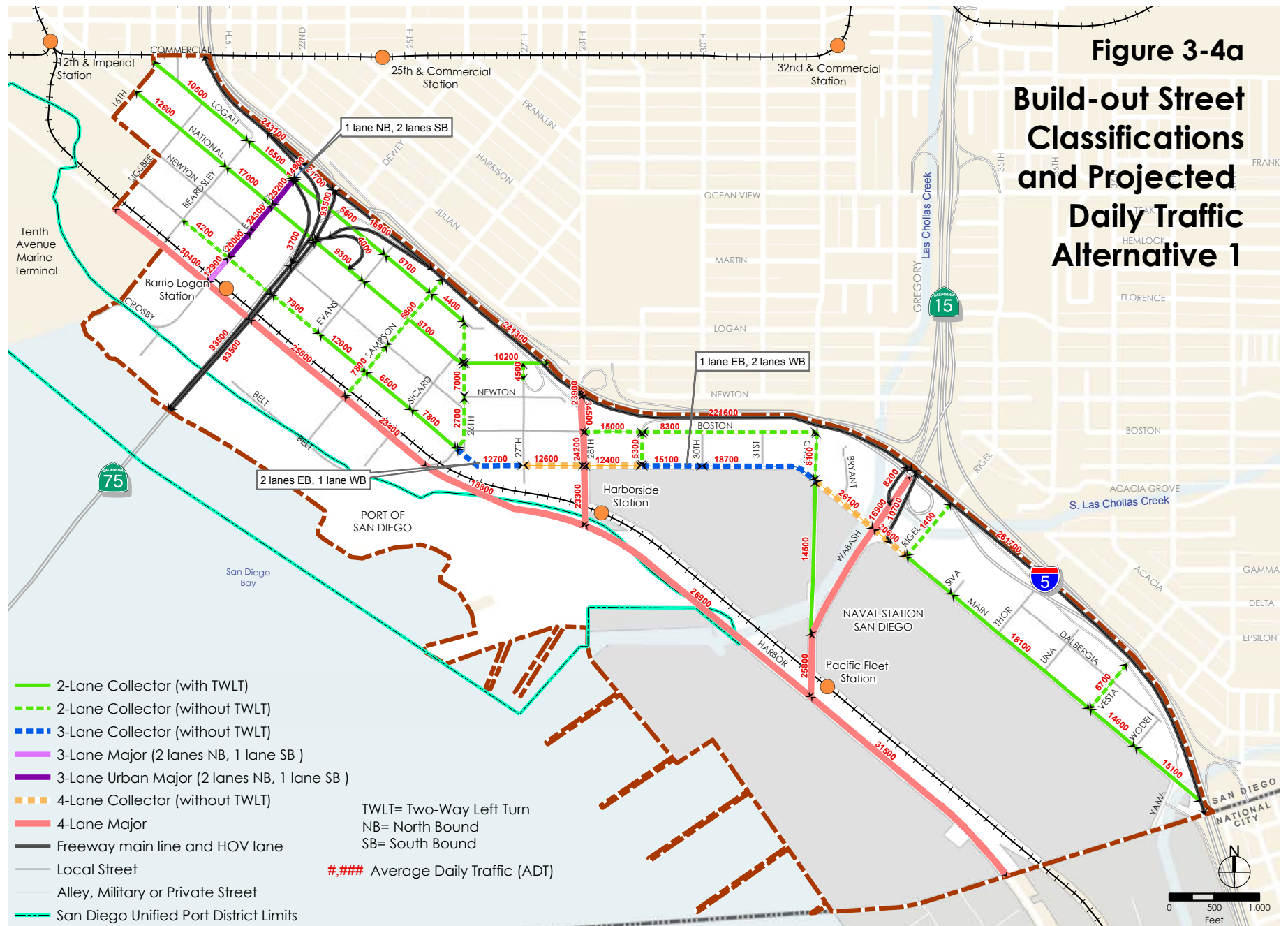
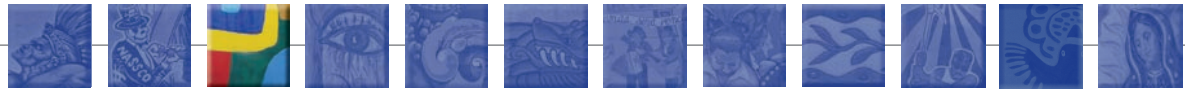


Provide additional amenities at the Barrio Logan trolley station
BARRIO LOGAN COMMUNITY PLAN

ME-8



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3.4 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) combines marketing and incentive programs to reduce dependence on automobiles and encourage use of a range of transportation options, including public transit, bicycling, walking and ridesharing. These are important tools to reduce congestion and parking demand and are viable in Barrio Logan. General Plan policies ME-E.1 through ME-E.8 should be consulted for additional policies and guidance.

TRANSPORTATION DEMAND MANAGEMENT POLICIES

Policy 3.4.1 Encourage new residential, office and commercial developments, as well as any new parking garages to provide spaces for carsharing.

Policy 3.4.2 Encourage large employers and institutions in the Barrio Logan area such as the Port tenants, and the Community College District to provide transit passes at reduced rates

to employees and students and to allow for flexible work and school schedules in order to shift trips to off-peak periods.

Policy 3.4.3 Encourage new residential development to provide transit passes to residents.

Policy 3.4.4 Encourage new commercial, office and industrial development to provide transit passes to employees.

Policy 3.4.5 Encourage employers to coordinate with SANDAG to provide commuter transportation programs.

3.5 BICYCLING

Barrio Logan's flat topography makes it well suited for bicycling. All recommended bicycle facilities are shown on Figure 3-5. General Plan policies ME-F.1 through ME-F.6 should be consulted for additional policies and guidance. Key proposed bike corridors include:

- **National Avenue** which provides a direct connection to Downtown and centralized connections to important institutions and commercial uses within the community.
- **Harbor Drive** which connects to downtown and is the location for the Bayshore Bikeway.
- **28th Street** which provides connections to Southeastern San Diego, Golden Hill and Balboa Park.
- **Cesar E. Chavez Parkway** which provides connections to San Diego Bay, Southeastern San Diego, Golden Hill and Balboa Park.
- **Bayshore Bikeway** which provides a continuous loop route around San Diego Bay comprised of Class 1 and Class 2 facilities along the Harbor Drive corridor.

BICYCLING POLICIES

Policy 3.5.1 Provide and support a continuous network of safe, convenient and attractive bicycle facilities connecting Barrio Logan to the citywide bicycle network and implementing the San Diego Bicycle Master Plan and the Bayshore Bikeway.



Well designed and convenient bicycle facilities



Transportation Demand Management practices should encourage the use of bicycling and walking



Bike lane along Harbor Drive



Policy 3.5.2 Provide secure, accessible and adequate bicycle parking, particularly at Barrio Trolley Station located at Cesar E. Chavez Parkway, 28th Street and 32nd Street trolley stations, within shopping areas including the Mercado Commercial District, and at concentrations of employment throughout the community.

Policy 3.5.3 Work with Caltrans to retrofit the pedestrian overcrossing stairways over I-5 at Beardsley Street and 30th Street to add bike rails to facilitate wheeling a bicycle up the stairs.

3.6 PARKING

Many of the goals and policies of this Plan depend heavily on how parking – both on and off street – is managed in Barrio Logan. These goals include reduced congestion and vehicle trips, improved transit, vibrant neighborhood commercial districts, housing production and affordability, and good urban design.

To support the needs of businesses and create successful commercial areas, on-street parking spaces should be managed to favor short-term shoppers, visitors, and loading. In residential areas such as Boston Avenue and along Newton Avenue, curbside parking should be managed to favor residents.

A reduction of minimum off-street parking requirements in new residential and commercial developments, while continuing to permit reasonable amounts of parking if desired, allows developers more flexibility in how they choose to use scarce developable space but may cause community parking impacts.

Development could be built with reduced off-street parking yet still accommodate the parking needs of drivers through supply and demand measures such as innovative shared parking arrangements, provision of community parking garages, or other means. Community parking garages would ideally be located within the Community Village area and in the Transition Zone. These future shared parking structures are envisioned to provide parking for multiple users. General Plan policies ME-G.1 through ME-G.5 as well as Table ME-3 (Parking Strategies Toolbox) should be consulted for additional policies and guidance.



Innovative parking management strategies

PARKING POLICIES

Policy 3.6.1 Establish parking policies that reduce parking congestion.

Policy 3.6.2 Permit construction of public parking garages that include shared parking arrangements that efficiently use space, are appropriately designed, and reduce the overall number of off-street parking spaces required for development.

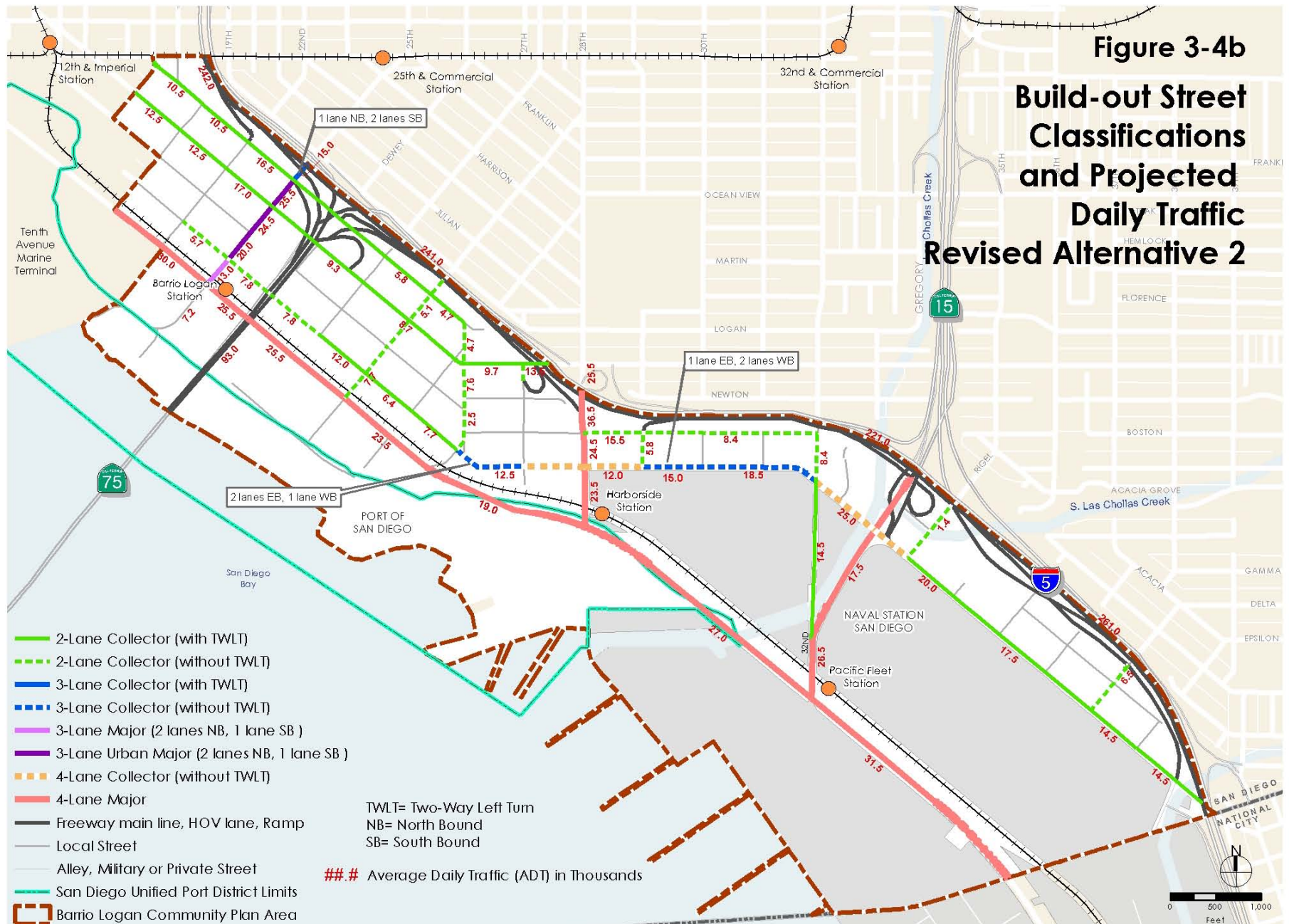
Policy 3.6.3 Encourage shared parking arrangements upon completion of a parking structure that accommodates the parking needs of the maritime and port-related industries.

Policy 3.6.4 Encourage parking spaces to be rented, leased, or sold separately from new residential and commercial space.

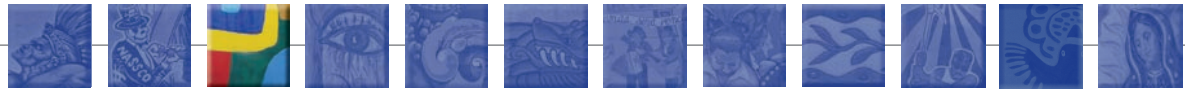
Policy 3.6.5 Implement on-street parking management strategies in the Community Village, Historic Core and Transition Zone in order to more efficiently use street parking space and increase turnover and parking availability.

Policy 3.6.6 Implement a parking in-lieu fee for new development that would contribute to implementation of parking demand reduction strategies as well as potentially fund parking structures within the community.

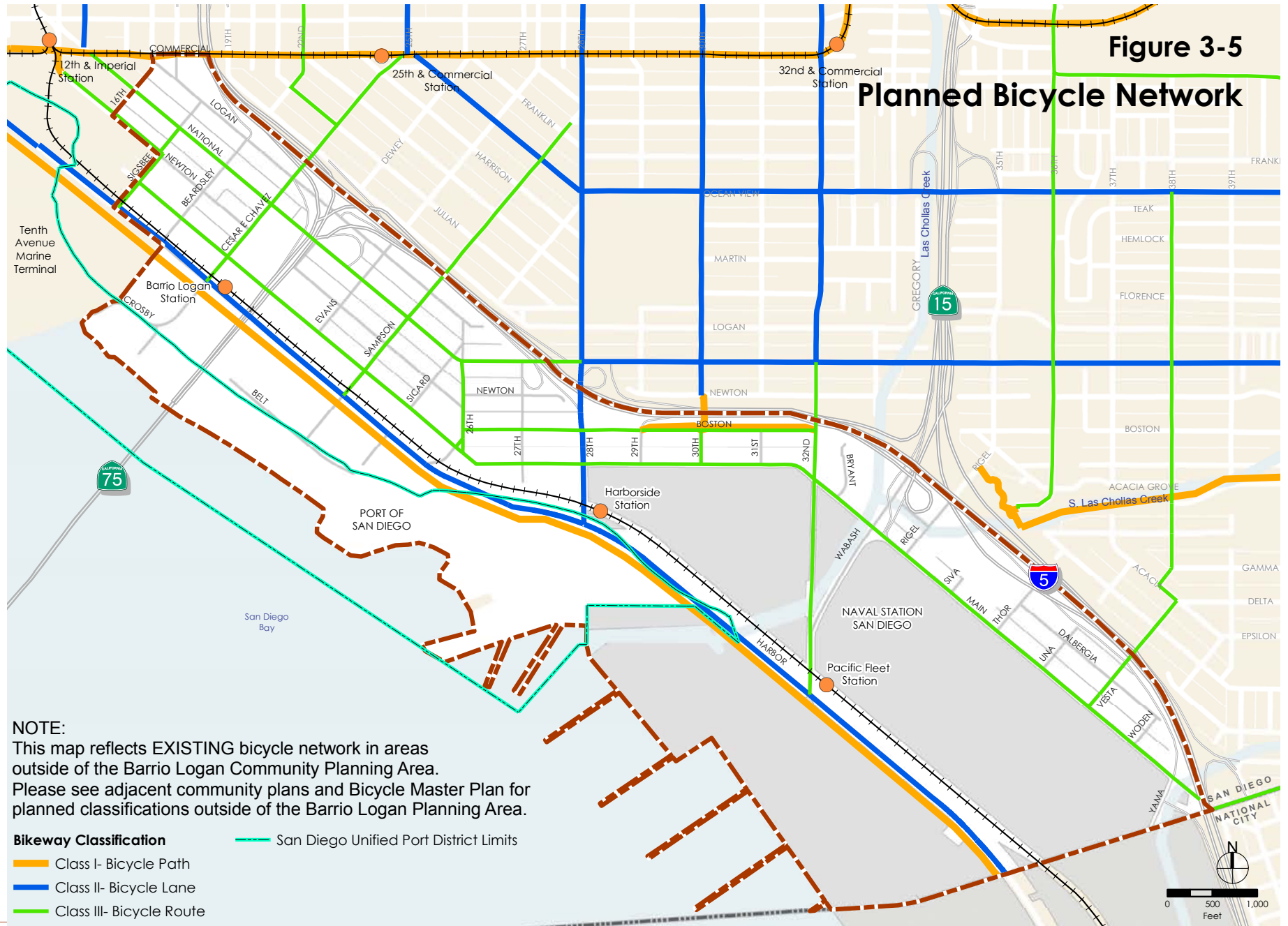
ME-12



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**Figure 3-5
Planned Bicycle Network**



3.7 GOODS MOVEMENT AND FREIGHT CIRCULATION

Certain areas in the Barrio Logan community experience higher than average truck traffic volumes due to the industrial land uses in the community and in the adjacent Port. Truck restrictions have been implemented on various roadways in the community to eliminate the impacts of trucks traveling to and from the Tenth Avenue Marine Terminal and other Port-related industries. Within the community, truck trips to industrial uses and deliveries to retail uses are legitimate reasons why community streets are being used by trucks. Along the recommended truck routes shown on Figure 3-7, the needs of industry should be prioritized while still accommodating pedestrians, bicyclists and cars. General Plan policies ME-J.1 through ME-J.8 should be consulted for additional policies.

ME-14

GOODS MOVEMENT AND FREIGHT CIRCULATION POLICIES

Policy 3.7.1 Require adequate loading spaces internal to the development to minimize conflicts with users in new non-residential projects.

Policy 3.7.2 Provide an adequate amount of short-term, on-street curbside freight loading spaces.

Policy 3.7.3 Ensure that adopted goods movement routes including 28th Street and 32nd Street meet the future demands of the Maritime industries as shown on the Future Street Classification Map (Figure 3-4a and 3-4b).

Policy 3.7.4 Support the Port and Caltrans efforts to development improvements to facilitate truck access to and from Harbor Drive and SR-15.

Policy 3.7.5 Support efforts to provide street improvements along Cesar E. Chavez Parkway to dissuade trucks accessing the Tenth Avenue Marine Terminal from using the street.

Policy 3.7.6 Provide improvements at the intersections of Schley Street & 26th Street & Main Street, 29th Street & Main Street, and 29th Street & Boston Avenue to accommodate truck access to I-5 South.



Well managed and business friendly on-street parking



A typical parking garage

